Fact Sheet
January, 2002

Howard Terminal/ Port of Oakland

STATE ANNOUNCES PUBLIC COMMENT ON SITE CLEANUP

It is DTSC's mission to restore, protect and enhance the environment, to ensure public health, environmental quality and economic vitality, by regulating hazardous waste, conducting and overseeing cleanups, and developing and promoting pollution prevention.

State of California

California Environmental Protection Agency

INTRODUCTION

The California Environmental Protection Agency, Department of Toxic Substances Control (DTSC**)** is distributing this fact sheet to familiarize the community with the proposed draft Removal Action Workplan (RAW) and associated California Environmental Quality Act (**CEQA**) proposed Negative Declaration for the Port of Oakland Howard Terminal (Site) project in Oakland, California.

DTSC is accepting public comments on both of these documents during the 30-day comment period, January 03, 2002 through February 01, 2002 (see box at right).

The draft RAW has been reviewed by DTSC to ensure that appropriate state and federal regulations are followed. Specifically this fact sheet describes the draft RAW, the proposed Negative Declaration pursuant to CEQA.

***Terms in bold print are defined in the Glossary**

PUBLIC PARTICIPATION

Public Comment Period

DTSC invites the public to comment during a 30-day public comment period from January 03, 2002 through February 01, 2002 on the draft RAW, dated December 2001 and on the proposed Negative Declaration.

All comments received will be considered and a Responsiveness Summary will be prepared before the RAW is approved.

Mail written comments by **February 01, 2002 to:**

Ted Park
Hazardous Substances Engineer,
Department of Toxic Substances Control;
700 Heinz Ave., Suite 200
Berkeley, CA 94710
(510) 540-3805

The draft RAW, CEQA, and related technical documents are available for public review in the information repositories listed on the back page. The full administrative record is available at the DTSC information repository. DTSC may hold a public meeting if there is significant public interest.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demands and cut your energy costs, see our website at www.dtsc.ca.gov.

SITE BACKGROUND

The Site is approximately 50 acres and is located between the Embarcadero and the Oakland Inner Harbor, and between Linden and Jefferson streets in Oakland.

The Site was originally tidal mud flats that were sequentially filled, beginning in the late 1800s. From about 1902 to about 1960, the eastern and central portion of the Site was used as a **manufactured gas plant (MGP)**; the western portion was used as a shipping terminal and later as MGP facilities. The Port subsequently constructed the current Howard Terminal in about 1980.

Lampblack, generated from MGP operations, was used as fuel for boilers, made into briquettes on-site, and also was used as fill. The primary contaminants associated with lampblack are **polycyclic aromatic hydrocarbons (PAHs)**. Other chemicals generally associated with MGP are **petroleum hydrocarbons** and cyanide. In addition, historic underground storage tanks, old fuel pipelines, and old water supply wells may be present at the Site.

PREVIOUS INVESTIGATIONS

In 1998 and 2000, the Port of Oakland conducted investigations at the Site under the oversight of DTSC. The purpose of the investigations was to assess the soil and groundwater quality underlying the Site. The investigation identified PAHs and petroleum hydrocarbons in the fill layer across the Site. A small area of aged hydrocarbon fuel, about three inches thick, was found in the groundwater in the southwestern corner of the Site.

HUMAN HEALTH AND ECOLOGICAL RISKS

A human health and ecological risk assessment has been prepared for the Site and indicated that the residual soil contamination will not pose a risk to the Site users due to the existing thick asphalt concrete cap; furthermore, the groundwater concentrations will not exceed the levels that would harm ecological receptors in the Inner Harbor. However, the risk assessment concluded that the construction activities that would breach the asphalt concrete cap would cause excessive exposure. Therefore all construction would need to be performed in accordance with a Health and Safety Plan.

DRAFT REMOVAL ACTION WORKPLAN

A draft RAW has been prepared which evaluates several remedial alternatives and recommends a preferred alternative. The recommendation is based on effectiveness in protecting the public health and the environment, implementability, and cost.

REMEDIAL ALTERNATIVES

A summary of three remedial alternatives considered is provided below and a detailed description of each alternative is included in the draft RAW.

Alternative 1: Remediation to Background Levels for Soil and Groundwater

This alternative would require that the majority of the Site be excavated and the existing fill replaced with clean fill. Groundwater would be pumped and treated to "non-detect" levels. This alternative would be protective of human health and the

environment at costs in excess of $100 million. It would also require the terminal to shut down for a long period of time.

Alternative 2: Remediation to PRGs for Soil and to MCLs for Groundwater

The implications of this alternative are essentially the same as those for Alternative 1, described above. All the fill at the Site would need to be excavated and replaced with clean fill to meet the Preliminary Remedial Goal (**PRG**) for soil and to attain the Maximum Contaminant Levels (**MCLs)** for groundwater after groundwater pumping and treatment.

Alternative 3: Implementation of a Risk Management Plan to Protect Human Health and Ecological Receptors

This alternative requires an implementation of a risk management plan, which includes a long-term cap maintenance and groundwater monitoring program. A deed restriction would be placed on the property, limiting the site use to industrial/commercial purposes only and requiring DTSC review and approval for any future construction plan, which might disturb the existing cap. In addition, a geophysical survey will be performed at the Site to determine the existence of old underground storage tanks or fuel pipelines and old water supply wells. If any of these structures were detected, they would be removed properly, following a Health and Safety Plan.

RECOMMENDED ALTERNATIVE

After evaluating the three alternatives, the draft RAW recommends Alternative 3, implementing a Risk Management Plan. This alternative protects human health and the environment, and is technically feasible and cost effective.

CEQA

The California Environmental Quality Act (CEQA) requires proposed projects to be evaluated to determine the potential environmental impacts. DTSC performed an Initial Study for the draft RAW. The Initial Study indicated that the proposed remediation would have no adverse impacts on the environment and a proposed Negative Declaration has been prepared. These documents are available for public review at the information repositories.

GLOSSARY

CEQA: California Environmental Quality Act: A statute established in 1970 that requires state and local agencies to determine if there are significant environmental impacts associated with their actions, and to avoid or mitigate those impacts, if feasible.

Manufactured Gas Plant (MGP): The facility that converts fuel oil into gas.

Polycyclic Aromatic Hydrocarbons (PAH): Polynuclear aromatic compounds, naturally occurring in crude oil fuels.

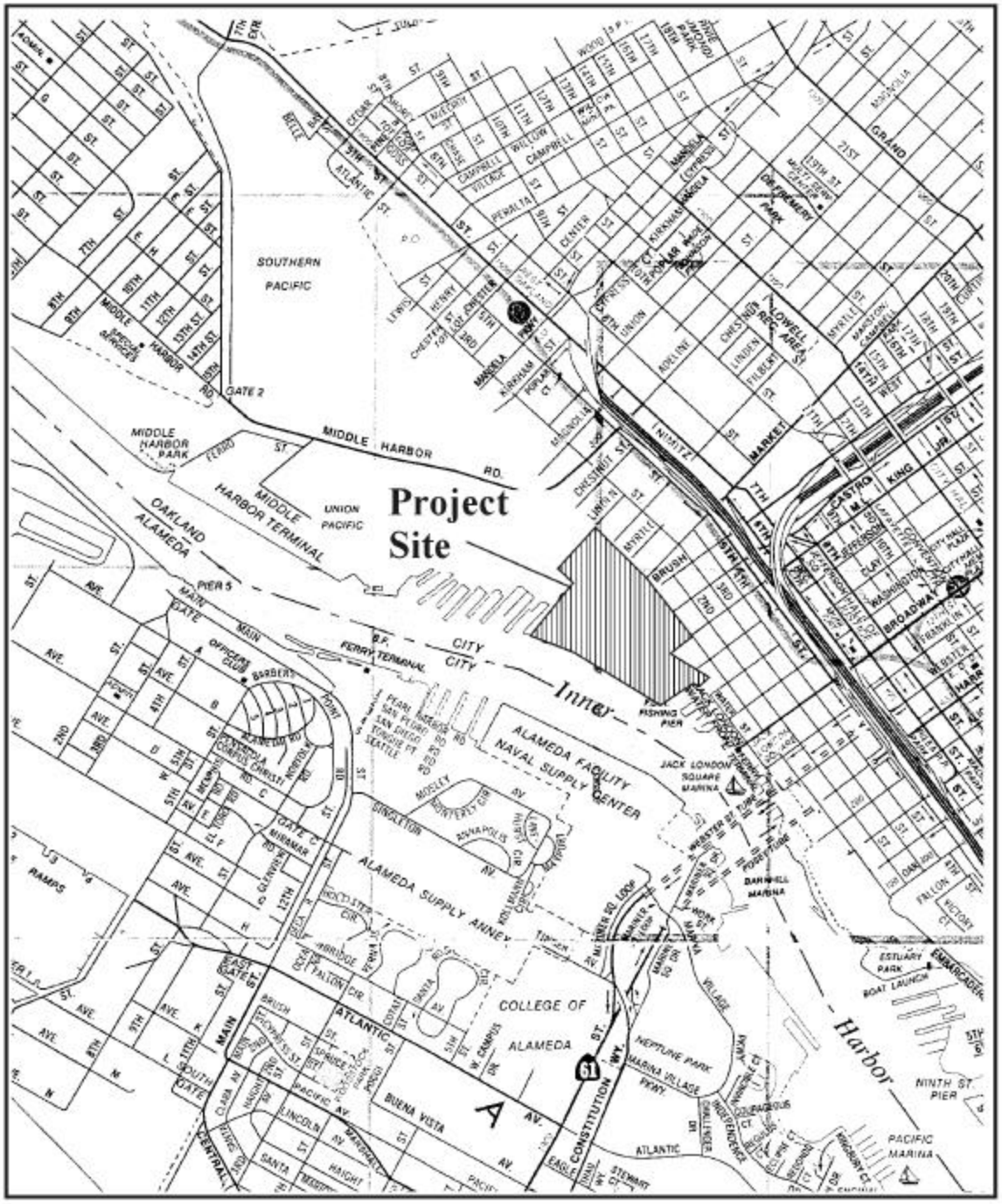
Petroleum Hydrocarbons: A mixture compound of several chemicals that come from crude oil.

PRG: Preliminary Remediation Goals developed by the U.S. EPA Region IX as preliminary risk-based cleanup levels.

MCL: Maximum contaminant levels, or drinking water standards established by U.S. EPA and included in California Code of Regulations Title 22.

REGIONAL LOCATION

Figure 1



Howard Terminal
Oakland, California

BASELINE

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Anuncio

Si prefiere hablar con alguien en español acerca de ésta información, favor de llamar a Jacinto Soto, Departamento de Control de Substancias Tóxicas. El número de teléfono es (510) 540-3842.

PROJECT CONTACTS

If you have questions or concerns regarding the site cleanup, please contact either Ted Park, DTSC Project Manager at (510) 540-3805 or Rachelle Maricq, DTSC Public Participation Coordinator at (510) 540-3910. For Media inquiries, contact Angela Blanchette, DTSC Public Information Officer at (510) 540-3732.

INFORMATION REPOSITORY

The information Repositories that have been established for the site are:

DTSC
Berkeley Office
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721
File Room: Monday - Friday
8:00 am to 5:00 pm
By Appointment: (510) 540-3800

The full administrative record is located at DTSC.

City of Oakland Public Library
West Oakland Branch
1801 Adeline Street
Oakland, CA 94607
(510) 238-7352
Monday and Thursday
11:30 a.m.-7 p.m.
Tuesday, Wednesday, and Saturday
10 a.m.-5:30p.m.

Notice to Hearing Impaired Individuals

TDD users can obtain additional information by using the California State Relay Service (1-800-877-5378) to reach Rachelle Maricq at (510) 540-3910.

Public Participation Specialist – R. Maricq
Department of Toxic Substances Control
700 Heinz Avenue, Suite 200
Berkeley, CA 94710-2721